



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration

Transportation Management Area Planning Certification Review

Lincoln, NE Transportation Management Area

August 4, 2017
Summary Report



U.S. Department of Transportation

Federal Transit Administration
901 Locust Street, Suite 404
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)

Federal Highway Administration
100 Centennial Mall North, RM 220
Lincoln, NE 6860
402-742-8460
402-742-8480 (fax)

August 8, 2017

David Cary, Director
Lincoln-Lancaster Planning Department
555 S. 10th St., Ste. 213
Lincoln, NE 68508

Dear Mr. Cary:

2017 Lincoln Metropolitan Area Certification Review Final Report


Enclosed is the Final Certification Review Report of the Lincoln Metropolitan Planning Organization's (MPO) transportation planning process, which was conducted May 2-3, 2017, by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The report describes our observations and findings, and includes recommendations for improvement along with commendations of the local planning process.


We would like to express our sincere appreciation to the Lincoln MPO for addressing all the recommendations from the 2013 certification review. The process of addressing the findings from the 2013 review shows that the Lincoln MPO has made many strides to improve the planning process for the Lincoln region. As identified in the report, there were many areas in which the Lincoln MPO significantly enhanced its planning processes and products.

The overall conclusion of the Certification Review is that the planning process for the Lincoln area substantially complies with the Federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. FHWA and FTA hereby jointly certify the transportation planning process in Lincoln metropolitan area through September 30, 2021.

If you have any questions or need additional information, please contact Justin Luther of FHWA at (402) 742-8494 or Daniel Nguyen of FTA at (816) 329-3938.

Sincerely yours,

 Mokhtee Ahmad
Regional Administrator
Federal Transit Administration

 Joseph A. Werning
Division Administrator
Federal Highway Administration

cc:

Kyle Schneweis, NDOT
Michael Brienzo, Lincoln
Noel Salac, NDOT
Ryan Huff, NDOT
Paul Gavin, NDOT

Table of Contents

1.0	EXECUTIVE SUMMARY	4
1.1	Disposition of FY 2013 Certification Review Corrective Action and Recommendations.....	5
1.2	Summary of FY 2017 Findings.....	5
2.0	INTRODUCTION	7
2.1	Background	7
2.2	Purpose and Objective	8
3.0	SCOPE AND METHODOLOGY	9
3.1	Review Process	9
3.2	Documents Reviewed	10
3.3	Input from the Public, Officials, and Member Agencies Staffs	10
4.0	PROGRAM REVIEW	10
4.2	MPO Structure and Agreements.....	10
4.3	Unified Planning Work Program	12
4.7	Public Participaption	123
4.15	Congestion Management Process / Management and Operations	14
5.0	CONCLUSION.....	16
	APPENDIX A - PARTICIPANTS	17
	APPENDIX B - STATUS OF FINDINGS FROM THE FY 2013 REVIEW	18
	APPENDIX C – PUBLIC COMMENTS.....	22
	APPENDIX D - LIST OF ACRONYMS.....	23

Appendix E – SITE VISIT DOCUMENTS	24
---	----

1.0 EXECUTIVE SUMMARY

On May 2-3, 2017, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Lincoln, NE urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

The City of Lincoln is the designated Metropolitan Planning Organization (MPO) for the Lincoln Metropolitan Area and works with the Nebraska Department of Transportation (NDOT) as well as Star Tran, the region's public transit operator to implement the federally required planning process.

The scope of the federal certification review of the Lincoln metropolitan planning process was comprehensive, covering the transportation planning process for the entire area and all the agencies involved. The federal review team's work consisted of reviewing the products of the planning process, reviewing the ongoing oversight activities conducted by the FHWA and the FTA, and an on-site review conducted May 2-3, 2017 in Lincoln, Nebraska where discussions were held with the members of the transportation planning process. In addition to assessing the progress in addressing recommendations from the last certification review in 2013, the on-site review focused on compliance with current transportation law, planning regulations, current issues, best practices, and opportunities to enhance the planning process.

This final report summarizes the status of planning areas, provides an overview of review findings and highlights noteworthy practices at the MPO. Additionally, several recommendations have been made for the MPO to improve the current transportation planning process. A detailed summary of commendations and recommendations is covered in the Process Review Findings section of the report.

Based on this review and ongoing oversight by FHWA and FTA, the transportation planning process carried out in the Lincoln, Nebraska Transportation Management Area is certified as meeting the requirements as described in 23 CFR Part 450 and 49 CFR Part 613 through September 30, 2021.

1.1 Disposition of Fiscal Year (FY) 2013 Certification Review Recommendations

The 2013 Federal Certification Review Final Report dated September 26, 2013 presented 13 recommendations for the Lincoln MPO, NDOT, and Star Tran to improve the transportation planning process. The implementation status of each recommendation is presented in a disposition summary table that can be viewed in Appendix B. All 13 recommendations have been fully or partially implemented.

1.2 Summary of FY 2017 Findings

The FY 2017 certification review found that the metropolitan transportation planning process conducted in the Lincoln urbanized area meets the Federal planning requirements. FHWA and FTA are jointly certifying the transportation planning process conducted by Lincoln Metropolitan Planning Organization (MPO), Star Tran (public transit provider), and Nebraska Department of Transportation (NDOT). The remainder of the report will address recommendations that warrant consideration by the Lincoln MPO and NDOT, as well as commendations in areas that Lincoln MPO is carrying out that are noteworthy practices.

Key Definitions:

Corrective Actions: Those items are compliance issues that fail to meet one or more requirements of the federal planning statute and regulations.

Recommendations: Items that address technical improvements to processes or procedures, that are not regulatory, but are still significant enough that FHWA and FTA encourage taking some action. Typically, the recommendations involve the state of the practice instead of federal regulatory requirements.

Commendations - Noteworthy Practices: Elements that demonstrate well thought out procedure for implementing the planning requirements. Elements that address items that have been difficult nationwide could be cited as noteworthy practice. FHWA and FTA may wish to offer commendations for significant improvements and/or resolution of past finding.

List of 2017 Certification Review Recommendations:

Review Area	Finding	Recommendations
MPO Structure and Agreements 23 U.S.C. 134(d) 23 CFR 450.314(a)	Recommendation	<p>1) Documentation of the Planning and Coordination between the MPO, StarTran, and NDOT needs to be established, including decisions NDOT is making that may affect the MPO Planning process and as such should be developed in coordination with the MPOs to insure their input and involvement:</p> <ul style="list-style-type: none"> i. This includes the specific roles, responsibilities, and expectations for the development and continued on-going process for the LRTP, TIP, and UPWP. ii. Clearly define who the point of contact is for the MPO at NDOT. Since there are different people responsible for different topic areas, the document needs to identify those individuals. iii. Encourage NDOT to revise the MPO manual to more specifically identify the work flow processes.
Unified Planning Work Program 23 CFR 450.308	Recommendation	<p>2) FHWA/FTA will deliver background and the benefits/costs of implementing a consolidated planning work program:</p> <ul style="list-style-type: none"> i. NDOT should consider moving towards implementing a consolidated planning work program (UPWP). ii. NDOT should also consider moving to a 2-year performance period for both the UPWP and potentially the STIP/TIP development.
Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316 & 450.326(b)	Recommendation	<p>3) Determine how to best ensure individuals who might have a language barrier can effectively access key MPO planning documents on-line:</p> <ul style="list-style-type: none"> i. MPO should consider placing an "I-Speak" hotlink on the MPO website or having Google translate. If this is being used by the City, it should also be prominently displayed on the MPO website.
Congestion Management Process / Management and Operations 23 U.S.C. 134(k)(3) 23 CFR 450.322	Recommendation	<p>4) The Congestion Management Process needs to be updated with all the current activities that the City and MPO are undertaking.</p> <ul style="list-style-type: none"> i. The MPO needs to update the CMP which would include revising the 2009 CMP document to capture the activities performed as part of the Long-Range Plan update. Also, the MPO needs to ensure the TIP is fully integrated into the CMP and that the newly established performance measures are integrated into the CMP. In addition, the MPO

		should continue using the committee that is established to help monitor the results of the MPO strategies deployed. Regarding the committee, the MPO should include NDOT as a member.
--	--	---

List of 2017 Certification Review Commendations:

Review Area	Commendation
Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316 & 450.326(b)	<p><u>Commendation:</u></p> <ol style="list-style-type: none"> 1. Lincoln did an outstanding job with the outreach for the plan update. There was evidence of a great mixture of public engagement from on-line activities (surveys) to the in face public meetings. Allowing the public to play planner for a night by using "pretend money" to help the public understand the tradeoffs of implementing the various scenarios based upon the available budget the citizens were given at the public meeting. This also helped the MPO understand what the priorities of the public were based upon how they funded the projects. 2. Using the Long-Range Transportation Plan to tell the story to elected officials. The update to the fiscally constrained Long Range Transportation Plan has sparked future conversations with elected officials and the public at large about the regions priorities and needs when balance with available revenues.

2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), FHWA and FTA must review and jointly certify the metropolitan transportation planning process in TMAs at least every four years. FHWA and FTA designate a TMA based upon the urbanized areas with a population of over 200,000, as defined by the U.S. Census Bureau. In general, the reviews consist of four primary activities: continuous involvement in the TMA major planning activities, an on-site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and provides findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO's, the State DOT's, and public transportation operator(s) in the implementation of the metropolitan transportation planning process.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and type of technical assistance needed to enhance the effectiveness of the planning process.

While the Certification Review Report itself may not fully document the many intermediate and ongoing checkpoints throughout the planning process, the findings of Certification Review are based upon the cumulative findings of the planning process.

The content of this report and particularly the status narratives include information from on-site discussions, on-going involvement in the MPO activities, and Lincoln MPO staff responses to the certification review team's guideline questions completed by the MPO prior to the onsite review.

2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 in population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) extended the minimum allowable frequency of certification reviews to once at least every four years. Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation Act (FAST Act) continued the regulatory planning framework and the frequency of the certification reviews.

The purpose of the certification review is to determine if the planning process can be certified as satisfying the requirements in the metropolitan planning regulations (23 CFR 450). This review had the following objectives:

1. Determine how the metropolitan planning process will be certified as in compliance with current transportation planning law.
2. Determine if the metropolitan transportation planning activities are being carried out in accordance with the governing metropolitan planning regulations, policies, and procedures.
3. Determine if the metropolitan transportation planning process is a continuing, cooperative, and comprehensive process that results in the support and development of transportation improvements for the overall Lincoln metropolitan area.
4. Determine if the metropolitan transportation planning process provides adequate representation and input from all levels of local government and individual interest groups in addressing the transportation needs of the metropolitan area.
5. Enhance the metropolitan planning process and improve the quality of transportation investment decisions.
6. Identify noteworthy practices, which can be shared with other states, metropolitan planning organizations, and transit operators.

The Lincoln MPO is designated as the TMA for the Lincoln urbanized area. NDOT is the responsible State Department of Transportation and StarTran is the responsible public transportation operator. Current membership of the Lincoln MPO consists of elected officials from political jurisdictions in the Lincoln urbanized area and Lancaster County. The metropolitan planning area includes all of Lancaster County which includes all the Lincoln urbanized area with the City of Lincoln as the largest population center.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects. The certification review is also an opportunity for FHWA and FTA to provide technical assistance on new programs and to enhance the ability of the metropolitan transportation planning process by providing decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

Federal Review Team Members:

Melissa Maiefski, Program Delivery Team
Lead, FHWA Nebraska

Morgan Wilbers, Finance Specialist, FHWA
Nebraska

Justin Luther, Transportation Planner,
FHWA Nebraska

Daniel Nguyen, Community Planner, FTA
Region VII

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

The previous certification review was conducted in FY 2013. A summary of the status of findings from that review is provided in Appendix B. This report details the current review cycle which consisted of a formal site visit and a public hearing opportunity, conducted May 2-3, 2017 at the City of Lincoln/Lancaster County office building. The public hearing was held on May 2, 2017 at 6:00pm at the Lincoln/Lancaster County office.

Participants in the review included representatives of FHWA-NE, FTA- Region VII, NDOT, StarTran, and Lincoln MPO staff among others. A full list of participants is included in Appendix A.

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings. Additionally, review guideline questions, in the form of a list of questions that reflect current federal regulations, were provided to the MPO. The MPO staff and planning partners provided very detailed and informative responses to the Federal Team's questionnaire prior to the Certification Review.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, status, key findings, and recommendations are summarized in the body of the report.

3.2 Documents Reviewed

The following MPO documents were evaluated as part of this planning process review:

- The current Memorandum of Agreement (MOA) between the MPO and Nebraska Department of Transportation (NDOT)
- The Lincoln MPO Management Plan
- FY 2017 Unified Planning Work Program (UPWP) for the Lincoln MPO
- Lincoln MPO FY-2017-2020 Transportation Improvement Program (TIP) and Self-Certification
- Lincoln MPO 2040 Long Range Transportation Plan (LRTP)
- Lincoln MPO Public Participation Plan (PPP)
- Lincoln MPO Congestion Management Process (CMP)
- Lincoln MPO Title VI Policy
- Lincoln MPO Environmental Justice Action Strategy

3.3 Input from the Public, Officials, and Member Agencies' Staff

Providing opportunities for public participation is a cornerstone of the transportation planning process defined in Title 23 and Title 49. State DOTs, MPOs, and transit operators are required to provide for opportunities for public input and to consider their views when making decisions on the use of federal funding assistance. With the passage of the Transportation Equity Act for the 21st Century (TEA-21) in 1998, a public involvement component was statutorily mandated for the MPO certification review process.

A public meeting was conducted as part of the Certification Review on the evening of May 2, 2017 from 6:00 – 7:00 PM. An attendance sheet containing the names of attendees at these hearings is contained in the appendices of this report.

The on-site visit consisted of discussions with staff from Lincoln MPO, NDOT, and StarTran. Attendance sheets containing the names of participating staff are contained in the appendices of this report.

4.0 PROGRAM REVIEW

4.2 MPO Structure and Agreements

4.2.1 Regulatory Basis: 23 U.S.C. 134(d) and 23 CFR 450.314(a) states the MPO, the State DOT, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These

responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator.

4.2.2 Status: The Lincoln MPO was established in 1974 by the Governor of Nebraska. The MPO Officials Committee is the Policy Body of the MPO. The Officials committee is comprised of 6 voting members and 2 non-voting members who represent agencies and governments from throughout the City of Lincoln, Lancaster County, NDOT, FHWA, and FTA.

The Lincoln MPO and the NDOT Memorandum of Agreement (MOA) For Transportation Planning and Programming was last updated in 2013. NDOT recently underwent a reorganization within the Intermodal Planning Division. This reorganization highlighted some areas for needed improvements in regards to NDOT's role, responsibilities, and interaction with the MPOs in Nebraska. As the state highway agency, NDOT owns and operates vital segments of the regional transportation system. Therefore, it should have a very significant and active role in the continuous, cooperative, and comprehensive metropolitan transportation process. The metropolitan planning process needs to provide consideration, implementation of projects, strategies, and services that address the 10 planning factors through the development the MPOs Transportation Improvement Plan, the Unified Planning Work Program, Public Participation Plan, and the Long-Range Transportation Plan

Finding: Documentation of the planning and coordination between the MPO, StarTran, and NDOT needs to be enhanced to define specific roles, responsibilities, and expectations for the continuous, cooperative, and comprehensive planning process.

Recommendation 1: The Partnership Agreement should be updated. To improve the coordination of the planning processes between Lincoln MPO, Star Tran, and NDOT, the updated Partnership Agreement will clearly define and articulate the roles, responsibilities, and expectation of the various parties involved in the transportation planning process. The agreement should cover important items such as, but not limited to information sharing, data collection, involvement and consultation at key decision points and milestones, project selection in the MPO LRTP and TIP, and deliverables.

NDOT should also look at updating its State MPO manual to identify the organization's work flows and decision making processes. When updating the MPO manual, NDOT should ensure the MPOs are part of the development of the plan so they have input in potential decisions that might affect how the MPO operates.

The Lincoln MPO should also update its MPO Management Plan to ensure that its policies and procedures are up to date and in compliance with the FAST ACT.

4.3 Unified Planning Work Program

4.3.1 Regulatory Basis: 23 CFR 450.308 sets the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a Unified Planning Work Program (UPWP). The MPO, in cooperation with the State and public transportation operators, shall develop a UPWP that includes a discussion of the planning priorities facing the Metropolitan Planning Area (MPA) and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

4.3.2 Status: The Lincoln MPO UPWP currently operates on a one-year cycle (State Fiscal Year July 1– June 30) and the document defines the major planning activities that will be undertaken in the Lincoln/Lancaster County region. The UPWP serves as a valuable guide for the MPO and planning partners on how planning resources will be allocated during the performance period. In recent years, the Lincoln MPO has asked the NDOT if it would consider the possibility of going to a two-year UPWP performance period. NDOT informed the MPO that it did not want to pursue that change. During the review, the Lincoln MPO explained how this would allow financial flexibility in its planning activities, line up with the City/County Budgetary Cycle, and would allow the MPO to more efficiently utilize the planning resources available to the MPO. The Lincoln MPO requested this topic be brought up again with NDOT and gather input from the Nebraska planning partners to have more discussion on the cost and benefits of moving the Unified Planning Work Program to a bi-annual performance cycle. NDOT agreed that further discussion is needed.

In addition to moving to a bi-annual performance period, FHWA/FTA stated that Iowa, Kansas, and Missouri MPOs were currently using the Consolidated Planning Grant (CPG) Program. The review team offered to provide more information on how the CPG operates and the potential efficiencies gained. NDOT stated that it would like more information on the program.

Finding: In accordance with the 3-C planning process, all the Nebraska planning partners need to explore the potential of moving to a two-year performance period for the UPWP and potentially in developing the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP). The planning partners should also consider utilizing the Consolidated Planning Grant Program approach.

Recommendation 2: FHWA/FTA will provide a briefing to NDOT and MPO staff on the costs and benefits of implementing a Consolidated Planning Grant (CPG) Program at one of the upcoming quarterly MPO meetings. NDOT and the MPO should research and consider if the CPG Program is a viable option. In addition, NDOT should consider if moving to a two-year budget cycle would be more efficient for the MPOs and Nebraska Transportation Planning process.

4.7 Public Participation

4.7.1 Regulatory Basis: Sections 134(i) (5), 134(j) (1) (B) of Title 23 and Section 5303(i) (5) and 5303(j) (1) (B) of Title 49, require an MPO to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the development and use of a documented public participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan.

4.7.2 Status: The Lincoln MPO Public Participation Plan (PPP) was updated in February of 2014. The amendment updated the MPOs Limited English Proficiency (LEP) Program and ensured that there were policies and procedures in place to provide adequate coordinated outreach to all residents. The MPO website does mention in English that there are resources for translators available upon requests. An area where there is an opportunity to expand and enhance outreach is ensuring those individuals with Limited English Proficiency can access all the key MPO planning documents.

The Lincoln MPO continues to engage the public and stakeholder using all available technology tools (i.e website, on-line surveys, etc...). All the Lincoln MPO planning documents are available online and readily accessible in English. The MPO website effectively promotes the plans, programs and initiatives to the public. As further evidenced by the enhanced involvement in the transportation planning process with the update to the Lincoln MPO 2040 Long Range Transportation Plan which was adopted in January 2017.

Importantly, the review team noted the MPO did an outstanding job with outreach during the most recent 2040 LRTP update. The outreach performed allowed the public to participate and understand the financial limitations that the region has when it comes to prioritizing its transportation needs.

In addition, this planning exercise gave the MPO a chance to engage with the Lincoln Elected Officials during the 2040 Plan update to show what the needs and priorities of the community and region were and then prioritize the 2040 LRTP while highlighting the challenges of limited available financial resources. This has opened an on-going discussion about what projects in

the region can be funded with the current available resources and where trade-offs must be made without additional revenue being reasonable made available.

4.7.3 Findings: The MPO should look at how to best ensure that individuals who might have a language barrier can contact and access the various planning documents the available to all members of the public. The MPO should use the LEP 4-Factor Analysis to determine what languages should be a major focus for the Lincoln/Lancaster Country Region.

Recommendation 3: Lincoln MPO should research how to best update the MPO website to have a section on the main page which provides an option for those individuals that may have a language barrier a method to contact the MPO on how to request translation services in the various languages (e.g. Spanish) as identified in the Lincoln MPO LEP 4-factor analysis. Consider placing an "I-Speak" hotlink on the MPO website or having using other translation services being used by the City prominently displayed on the MPO website.

Commendation 1: The MPO did an outstanding job with public outreach for the recent LRTP update. The various public engagement formats allowed the public to submit online comments, on-line surveys and attend public meetings. The scenario survey was a great use of an on-line format to help gage the priorities of the community and various stakeholder groups.

Commendation 2: The MPO engagement efforts to effectively inform the elected officials on the importance and the benefits of the LRTP. The Lincoln MPO used the Long-Range Transportation Plan to tell the story of the needs while bringing the fiscal reality of the regions available revenue to the elected officials. The fiscally constrained portion of the LRTP has sparked a continuing discussion with elected officials and the public at large about the regions priorities and needs when balanced with available revenue. FHWA/FTA would like to offer any technical assistance the Lincoln MPO might need to help continue this discussion into the future.

4.15 Congestion Management Process / Management and Operations

4.15.1 Regulatory Basis

23 U.S.C. 134(k) (3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f) (5) requires the MTP include maintenance and operation of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective maintenance and operation strategies

include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

4.15.2 Status: Lincoln MPO Congestion Management Process (CMP) was adopted in 2009. The System Management and Operations Committee is one the various MPO Subcommittees and it is responsible for implementing the CMP. The committee is supposed to be meeting quarterly and is charged with the task of continuing the development and update as needed for implementing the CMP. The MPO stated that the CMP committee members and components of the CMP were utilized in the planning process for the update of the MPO's 2040 Long Range Transportation Plan (LRTP). However, the MPO stated they decided to delay the update of the CMP until after the adoption of the 2040 LRTP. In addition, the CMP committee has not been meeting regularly as the committee members were tasked with updating the Long-Range Transportation Plan. It was noted by the review team that NDOT is not a member of the CMP committee.

4.15.3 Findings: The Congestion Management Process needs to be updated to ensure that it considers with all the current MPO planning activities.

Recommendation 4: The MPO needs to update the CMP which would include revising the 2009 CMP document to capture the activities performed as part of the Long-Range Plan update. Also, the MPO needs to ensure the TIP is fully integrated into the CMP and that the newly established performance measures are integrated into the CMP. In addition, the MPO should continue using the committee that is established to help monitor the results of the MPO strategies deployed. Regarding the committee, the MPO should include NDOT as a member.

5.0 CONCLUSION

Certification Action:

The FHWA and FTA FY2017 certification review found that the metropolitan transportation planning process conducted in the Lincoln urbanized area meets the Federal planning requirements. The Lincoln MPO is found to conduct planning activities in a continuing, cooperative, and comprehensive manner in coordination with its regional partners, as well as, fulfilling the federally required multi-modal and participatory planning process.

Based on this review and ongoing oversight by the Federal Highway Administration and the Federal Transit Administration, the transportation planning process carried out in the Lincoln, Nebraska Transportation Management Area for the period October 1, 2017 through September 30, 2021 is certified as meeting the requirements as described in 23 CFR Part 450 and 49 CFR Part 613.

APPENDIX A - PARTICIPANTS

The following individuals were involved in the Lincoln urbanized area on-site review:

[illegible]

APPENDIX B - STATUS OF FINDINGS FROM THE FY 2013 REVIEW

One of the priorities of each certification review is assessing how well the planning partners in the area have addressed corrective actions and recommendations from the previous certification review. This section identifies the corrective actions and recommendations from the previous certification and summarizes discussions of how they have been addressed.

Disposition:

No.	Recommendation	Implementing Agency	Disposition
1	The MPO shall continue to work with the City of Lincoln to integrate Limited English Proficiency (LEP) and the associated four-factor analysis into the Public Participation Plan. The MPO needs to integrate LEP into the Planning Process and update their public participation plan to reflect the inclusion of the LEP requirements. The review team has coordinated with the Lincoln MPO and determined the MPO LEP process will be fully integrated into the MPO planning process in the near future; therefore we recommend this be accomplished by December 31, 2013 at the latest.	LINCOLN MPO	Completed The Lincoln MPO LEP policy was coordinated with the City of Lincoln, and The MPO Officials Committee amended it to the MPO Public Participation Plan on February 20, 2014.
2	The MPO shall continue to work the City of Lincoln to utilize many best practices that have already been developed and are readily available to be integrated into the MPO planning process. The Lincoln MPO must ensure special accommodations, as required under the Americans with Disabilities Act (ADA) are covered on all public outreach events and documents, as well as included in the public participation plan. The Lincoln MPO needs to outline who the correct ADA coordinator is to contact. In addition, the MPO should be actively involved in the development and implementation of the City of Lincoln's ADA self-evaluation and transition plan. The review team has coordinated with the Lincoln MPO and determined the requirements of ADA will be fully integrated into the MPO planning process in the near future; therefore we recommend this be accomplished by December 31, 2013 at the latest.	LINCOLN MPO	Completed The MPO developed a civil rights policy, and the MPO Officials Committee amended it to the MPO Public Participation Plan on February 20, 2014.

3	The Lincoln MPO should begin strategizing how best to integrate Performance Based Planning into the Development of the Long Range Transportation Plan and Transportation Improvement Programs. In addition, NDOT and the MPO should begin coordinating to ensure consistent data collection and process between the state and MPO process are in place once the National Performance Measures are in place.	LINCOLN MPO	Completed and is on-going This has been initiated in the MPO's current Planning Activities. The Lincoln MPO currently includes NDOT, Lincoln Planning, Public Works, StarTran, Lancaster County Engineering and others as needed in all MPO Committee and Planning Activities. The three planning partners in the Lincoln MPO planning area have been planning for how they (and others, as appropriate) will work together to develop and adopt performance measures and targets. The measures and targets must meet the federal requirements.
4	The Lincoln MPO shall document the cooperative revenue forecasting and cost estimation process for both the MPO and NDOT. NDOT needs to have their revenues and projects fully integrated into the LRTP and TIP and this needs to be accomplished cooperatively Public Participation.	LINCOLN MPO and NDOT	Completed and on-going The Lincoln MPO worked with NDOT and incorporated it into the current 2040 LRTP, adopted on January 13, 2017 and TIP.
5	The MPO should document the public involvement process and strategies it used for the LRTP update. Also, the MPO (and its planning partners, as appropriate), should consider how to incorporate the various strategies deployed under the Long Range Plan update into the overall transportation planning process and update the Public Participation Plan to reflect those strategies.	LINCOLN MPO	Completed and on-going The MPO PPP was posted on the MPO LRTP Web Page and implemented October 13, 2015. The LRTP action plan followed the methods of public engagement prescribed in the Lincoln MPO Public Participation Plan (dated November 16, 2010 and as amended February 20, 2014). The MPO was able to contact and get feedback from 75 organizations, agencies and representatives, along with 115 neighborhood and homeowner associations.
6	The MPO should continue to routinely engage the freight community in the planning process, building upon the relationships established during the LRTP update. This will continue to be an increased area of importance nationally and the MPO should continue working to engage the freight industry.	LINCOLN MPO	Completed and on-going The Lincoln MPO has engaged and encouraged members of the freight community such as the local trucking and logistics firms and the Nebraska Trucking Association to participate during the MPO LRTP Updates, Annual Reviews, TIP development and project development.
7	The Lincoln MPO should develop a process for how to handle projects that are not considered to be of appropriate scale for individual identification in a given TIP year which could be grouped by function, work type, and/or geographic location using applicable classifications under 23 CFR 771 (c) into the development of the TIP.	LINCOLN MPO	Completed The Lincoln MPO has developed a new policy and process for programming Grouped Project listings that are programmed in the TIP Appendix. The process was incorporated into the 2014 TIP and provides for additional project delivery streamlining by cutting down on the timeframe associated processing formal amendments.

8	Focus on acquiring additional data from traditional and new data sources regarding regional travel patterns (bicycle/pedestrian counts even on a small scale, transit boarding/alighting, cellphone or automatic vehicle location data for speed or trip distribution, traffic counts specially collected to complete a contemporary data set so proper count coverage exists for screen lines and key locations in the model, etc.)	LINCOLN MPO	Completed and on-going The MPO worked with StarTran on the Transit Development Program and in conducting an onboard travel survey. The City of Lincoln currently collects traffic volume data for eight peak hours out of the day at every signalized intersection and other major intersection locations. A bicycle counting program was initiated in June 2014 when the City of Lincoln began using trail counters to collect data on system usage. Lincoln has also deployed a number of Bluetooth/Wi-Fi detectors at intersections to gain additional data on travel runs for corridor evaluation.
9	Consider conducting a household survey or NHTS add-on survey, and a transit on-board survey (asking about passengers' actual origins, destinations and trip purpose)	LINCOLN MPO	Completed and ongoing The MPO considered conducting a household survey and the NHTS add-on survey but due to budget constraints and the timing, both did not fit into the LRTP update schedule. A transit on-board survey was completed for the TDP which investigated and applied to future Travel Demand Model updates.
10	Use those new data sources to estimate the model with local data rather than relying so extensively on borrowed data and model structures.	LINCOLN MPO	Completed New local data sources to estimate the modeling activity were investigated and applied to future Travel Demand Model updates as feasible. There was additional focus on acquiring additional data from traditional and new data sources regarding regional travel patterns to complete a contemporary data set. The MPO and the City of Lincoln completed a comprehensive traffic count collection program for the TDM update. Data was also used from the NDOT traffic counting program and from the NDOT INRIX third party data providers. Other new data sources were developed through the GIS centerline interagency data program and national survey data program (American Community Survey).
11	Focus in model validation on high-level thematic maps that visualize regional patterns of input socio-economic data and various outputs from the model steps. The goal is to establish that the picture the model draws of regional traffic coincides with the experience of the public and decision makers.	LINCOLN MPO	Completed A range of thematic maps Travel Demand Modeling process and to emphasize a special topics for the LRTP update process in Performance Based Planning and for Social, Economic and Environmental reviews. The GIS maps were also developed for use in the LRTP update process, travel demand modeling and analysis tools for Performance Based Planning.

12	Recommend NDOT and MPOs considering the inclusion of data collection for the Lincoln MPO as an activity in the coming years Lincoln MPO Unified Planning Work Program and Statewide Planning work program.	LINCOLN MPO NDOT	Completed The MPO and the City of Lincoln completed a comprehensive system wide traffic count collection program for the TDM update. Data was also used from the NDOT traffic counting program and from the NDOT INRIX third party data providers.
13	The MPO should consider having a sub-committee for travel demand modeling. This subcommittee would be made of Local, State, and Federal staff members to help ensure the travel demand model process and assumptions can all be agreed to during the update of the model. This will ensure a level of confidence in the outputs of the model by all parties who rely on those outputs to make investment decisions for transportation in Nebraska.	LINCOLN MPO	Completed The Lincoln MPO Technical Advisory Committee created the Transportation Model Integration Team (MIT) to assist in meeting the requirements of the transportation planning process. This continues as a standing sub-committee of the MPO Technical Advisory Committee.

APPENDIX C – PUBLIC COMMENTS

- None Received

APPENDIX D - LIST OF ACRONYMS

ADA: Americans with Disabilities Act
AMPO: Association of Metropolitan Planning Organizations
CAA: Clean Air Act
CFR: Code of Federal Regulations
CMP: Congestion Management Process
DOT: Department of Transportation
EJ: Environmental Justice
FAST: Fixing America's Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HSIP: Highway Safety Improvement Program
HUD: Housing and Urban Development
ITS: Intelligent Transportation Systems
LEP: Limited-English-Proficiency
M&O: Management and Operations
MAP-21: Moving Ahead for Progress in the 21st Century
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
MTP: Metropolitan Transportation Plan
SHSP: Strategic Highway Safety Plan
STIP: State Transportation Improvement Program
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
U.S.C.: United States Code
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation

Appendix E – SITE VISIT DOCUMENTS

FY 2017 FHWA/FTA CERTIFICATION REVIEW
LINCOLN, NE AREA PLANNING PROCESS
MAY 2-3, 2017

Sign-in Sheet

Name	Agency	Telephone Number	E-mail Address
Tim Quenzer	Title VI/ADA Coordinator	1-8281	lquenzer@lincoln.ne.gov
Justin Lupter	FHWA		justin.lupter@dot.gov
Melissa Maiefski	FHWA	402-742-8473	Melissa.Maiefski@dot.gov
David Cary	Lincoln-Lancaster Planning/MP	402-441-6384	dcary@lincoln.ne.gov
Samuel Dingman	LCED	402-441-8332	pdlingman@lanaster.ne.gov
Kelle Van Zandt	Lincoln/Lancaster County Planning	402-441-6363	kvanband@lincoln.ne.gov
Mike Bremer	Lincoln MP	402 441 6369	mbremer@lincoln.ne.gov
Wyn Hjermsstad	City Urban Development	402-441-8211	w.hjermsstad@lincoln.ne.gov
Nora Sauer	NDOR - Intermodal Planning	402-479-4417	NSAUE@NEBRASKA.GOV
Brian Praeuner	Station - City of Lincoln	402-441-7673	bpraeuner@lincoln.ne.gov
Ryan Huff	NDOR - Intermodal Planning	402-479-3797	ryan.huff@nebraska.gov
Morgan Wilbers	FHWA	402-742-8471	Morgan.Wilbers@dot.gov

FY 2017 FHWA/FTA CERTIFICATION REVIEW
LINCOLN, NE AREA PLANNING PROCESS
MAY 2-3, 2017

Sign-in Sheet

Name	Agency	Telephone Number	E-mail Address
Mick Davis	Starbuck/City of Lincoln	402-441-6802	mjdavis@lincoln.ne.gov
Paul Barnes	Lincoln-Lancaster County Planning Dept	402-441-6372	pbarnes@lincoln.ne.gov
Robert Overach	City of Lincoln	402-219-3040	
Kaine McClelland	NDOE	402-479-3937	kaine.mcclelland@netradm.gov
Brian Praeger	Starbuck/City of Lincoln	402- ⁴⁴¹ 441 -7673	bpraeger@lincoln.ne.gov
Ryan Huff			
Kim Taylor-Gile	LCHE	402 441 8691	KTAYOR@LCHLincoln.ne.gov

Lincoln TMA Certification Review

Public Open House

Introduction of Federal Team

- ▶ Federal Transit Administration
 - Region VII
- ▶ Federal Highway Administration
 - Nebraska Division

Why Are We Here Today?

- Every 4 years FTA & FHWA jointly review the metropolitan transportation planning process for those areas over 200,000 population
- Part of this review includes seeking the public's input

Why are you here today?

- To give your opinions of the metropolitan area's transportation planning process

What Will Happen To Your Comments Today?

- ▶ The comments received today and by mail will be summarized in a report.
- ▶ Comments are taken into consideration while evaluating the transportation planning completed for the area.

What Is The Outcome Of This Review?

- ▶ Report issued in approximately 60 days summarizing the discussions during the review
- ▶ Process is certified, certified subject to certain corrective actions or certified for use of only certain construction funding categories

Metropolitan Transportation Planning Process

- ▶ *What is the planning process?*
 - – A process by which transportation decisions are made and projects are planned, selected and prioritized for implementation within the region.

Metropolitan Transportation Planning Process

- ▶ *Why is the planning process important?*
 - – Decides how a substantial share of federal transportation funding is spent Nationwide.
 - – Because of limited funding, the MPO must prioritize the regional needs and determine the best and most economical solution.
 - – The Process lays the framework for the future transportation system

Metropolitan Transportation Planning Process

► *Who is involved?*

- MPO (WAMPO)
- Transit Operators
- Local Jurisdictions (cities, counties)
- State Department(s) of Transportation
- Local Citizens
- Interest Groups
- FTA&FHWA

Metropolitan Transportation Planning Process

► *How?*

- 3-C Approach
 - Continuing
 - Cooperative
 - Comprehensive
- Multimodal
- Public input

Metropolitan Transportation Planning Process

- *Products of the Process*
 - Unified Planning Work Program (UPWP)
 - Metropolitan Transportation Plan
 - Transportation Improvement Program (TIP)
 - Public Participation Plan (PPP)

What Is ...

A Unified Planning Work Program?

- An annual document describing the planning activities to be completed and costs.
- MPO budget
- "A Plan for Planning"

What Is ...

The Transportation Plan?

- 20 year multi-modal guide to regional needs and solutions
- Financially feasible
- Conforms to Clean Air Standards
- Contains: financial plans, local goals & objectives, public involvement

What Is ...

A Transportation Improvement Program?

- 4-year list of financially feasible projects
- A document prioritizing regional projects for funding and implementation
- If the region has air quality issues, this mix of projects must be within given emissions limits

Metropolitan Transportation Planning Process

- *Any comments?*
- Do you have an adequate opportunity to participate in the MPO Transportation Planning Process
- Have you been involved in the MPO transportation planning process?
- What are your views of the process?

Sign-in Sheet

Name	Agency	Telephone Number	E-mail Address
MIKE WERWER	CITY WAREHOUSE	402-786-3371	werwer@citywarehouse.net
RICK HEDDEN	FHCC	402-430-4947	rick.hedden@fhcc.org
Nancy Packard	Interested Citizens	402-875-0789	nmpackard@gmail.com
Mynna Colaneri	Habitat for Humanity	402-467-6195	mynna@habitat.org
Sandra Washington	Planning Commission	402-474-3996	swashington@aol.com